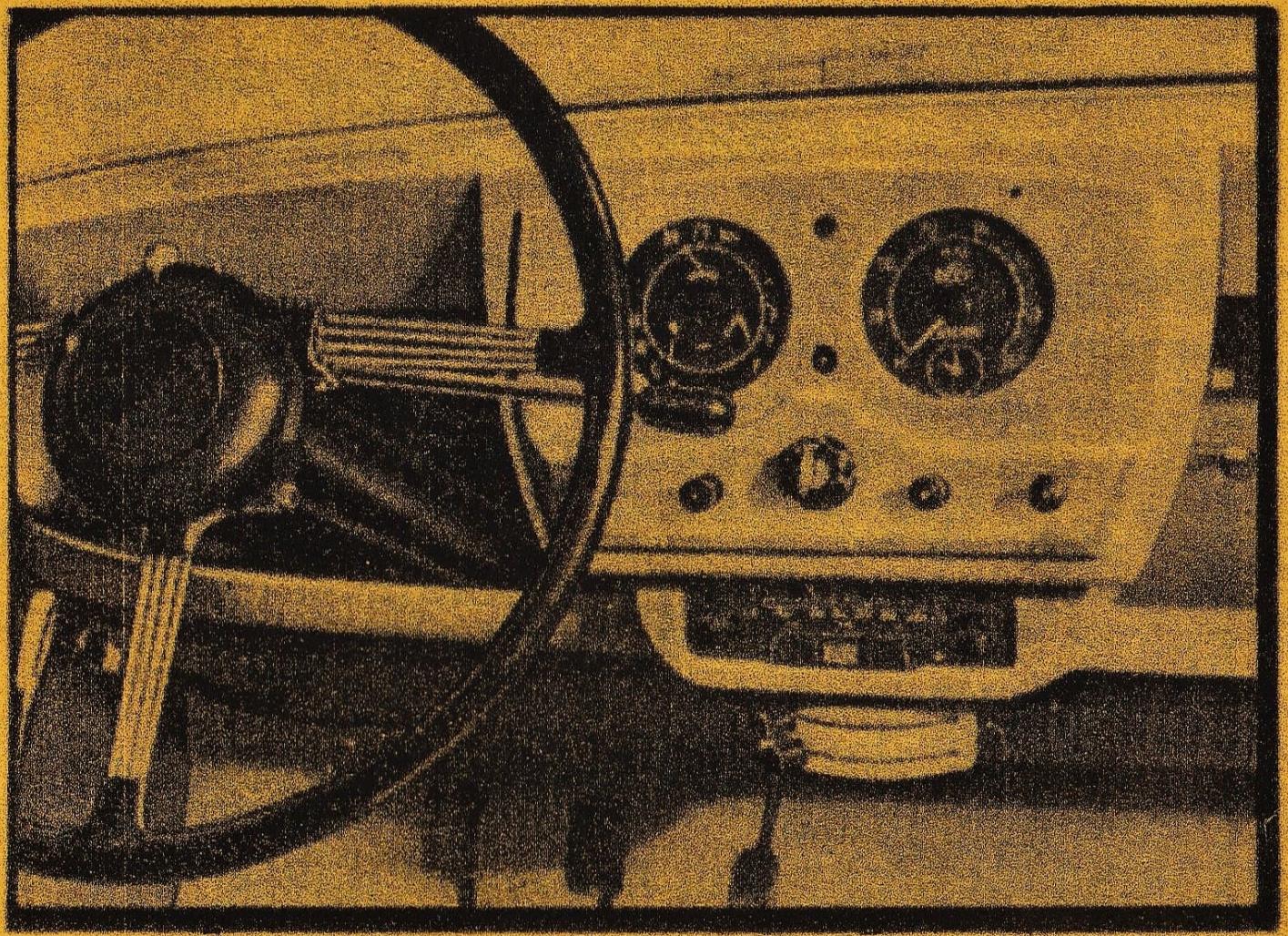


Triumph Mayflower Club



SPRING ISSUE 2004 No. 111



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2003-2004

CHAIRMAN AND SECONDHAND SPARES	Peter Benfield, Amberley, Crindle Carr Lane, Thornton-le-Moor, Northallerton, N. Yorks DL7 9DZ - Tel: 01609 761260
VICE CHAIRMAN	Tony Booth, 1 Parkside, Hensington Gate Woodstock, OX20 1UR - Tel: (01993) 811642 E-mail: tonyboothmanuals@btconnect.com
GENERAL AND MEMBERSHIP SECRETARY	John Oaker 19 Broadway North, Walsall, West Midlands WS1 2QG - Tel: (01922) 633042 E-mail: johnchoaker@btinternet.com
NEW SPARES SECRETARY/ ACTING EDITOR	John Gogay Cherry Hinton, Orchard Way, Wilmington Kent DA2 7ER - Tel: (01322) 221493 E-mail: jgogay@aol.com
TREASURER	Phil Benson 4 Dunlin Close, Redhill, Surrey RH1 5HJ Tel: (01737) 772202
RALLY SECRETARY	Howard Pryor 12 Park Road, High Barnet, Herts EN5 5SQ Tel: 020-8440 8623 E-mail: howard.pryor@btopenworld.com
CLUB HISTORIAN	Steve Coulman 23 Park Street, Messingham, Scunthorpe S. Humberside DN17 3RU - Tel: (01724) 762061 E-mail: mayflowerhistorian@nicouls.globalnet.co.uk
TECHNICAL OFFICERS	Malcolm Barnsley - Tel: 01732 849140 Eddie Copson - Tel: 0121-603 8452 Norman Ward - Tel: 01773 830035
ORDINARY MEMBER No. 1 No. 2	Forbes Alexander Paul Norton

*When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope*

*Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day*

SUBSCRIPTIONS

FLOWER PO

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CHAIRMAN'S REPORT

TRIUMPH MAYFLOWER IN INDIA

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LETTERS

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RALLY REPORT

Pages 20 - 22

Cover: Picture of the Mayflower dash from the Canadian brochures sent in by Don Henderson. Note the clock in the middle of the speedo

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

NOTICE OF

ANNUAL GENERAL MEETING SUNDAY 28th MARCH 2004

2.00 to 4.30 pm to be held at

**ALUMWELL JUNIOR SCHOOL
PRIMLEY AVENUE, WALSALL WS2 9UP**

(The school is situated 400 yards from the M6 Motorway
Junction 10 roundabout — in the direction of Walsall)

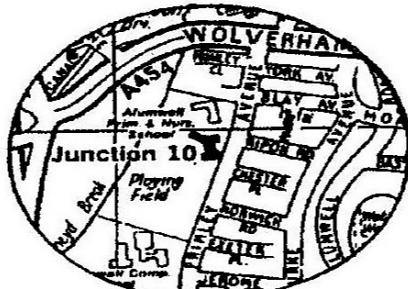
AGENDA

1. Apologies for absence
2. Minutes of the last AGM and matters arising
3. Reports from committee members
 - Chairman
 - Membership Secretary
 - Treasurer
 - Spares Secretary
 - Editor
4. Election of Officers
5. Spares Secretaries Reports
6. Any other business

Notes:

Correspondence about the AGM — Any apologies for absence, informal enquiries about committee posts, nominations for committee posts etc should be sent to the Chairman.
Election of Officers — the posts of Chairman, Vice-Chairman, Treasurer, Secretary and Ordinary Members all come up for re-election at the AGM. The present holders are allowed to be re-elected, unless they no longer wish to stand. The jobs of Spares Secretaries, Magazine Editor, and Archivist are appointed by the committee so do not become available automatically at the AGM.

Any Other Business. This is an open forum session. The Chairman tries to get the rest of the meeting completed in the first hour which gives plenty of time for a more 'informal' approach to be taken and for everyone to join in. Please do not think it is a 'boring' afternoon. Everyone there is just as interested in Triumph Mayflowers, and probably all cars, as you are. Please try to attend if you want to take a more active part in the club. It is a great chance to make friends, and possibly arrange next summer's outings to rallies, etc. If you come, try to bring details of your local events.



Editorial

A good improvement

THANK YOU to those members who responded to my plea for more material for the magazine but please don't sit back and relax too much I still need your help.

We hope to include in future issues a Technical Tips section in which members tips and experiences on restorations or general maintenance can be passed on to others.

If you have any such tales please send them in together with any photographs or diagrams so that we can all benefit.

Many thanks to Fred Newman who sent me an article from the *Daily Telegraph* business pages on the Mayflower bus maker

Web-sites

Club Site

[www.
triumphmayflowerclub.com](http://www.triumphmayflowerclub.com)

Historian Site

[www.users.globalnet.co.uk/
~nicouls/mayweb2.htm](http://www.users.globalnet.co.uk/~nicouls/mayweb2.htm)

NOW AVAILABLE NEW STOCK OF **TIMING CHAIN TENSIONERS**

Available from
the Spares Secretary

company. They used a picture of a Triumph Mayflower as a backdrop.

Although the company has nothing to do with Triumph it was good to see our model in the national papers again. Unfortunately because of technical reasons I could not include it in the magazine.

AGM

Sadly I shall not be able to make the AGM this year as I will be attending a family wedding but do please try to make it yourselves as the committee need to know your views on all aspects of running the club.

Lastly, my e-mail address has been changed to: jgogay@aol.com although the old address can still be used for a few months.

Copy dates

The last copy dates for the next three issues of *Flower Power* are: 4th June 2004 — Issue 112; and 4th September 2004 — Issue 113; 4th December 2004 — Issue 114.. Copy can be sent by post or e-mail prior to these dates.

Chairman's report

by Peter Benfield

ONE COULD not wish for a more exhilarating experience than that provided by the International Triumph Show held in early February as a prelude to the forthcoming classic season.

The NEC show seems to get better every year. For the diligent searcher the odd Mayflower parts do make the occasional appearance. Lucky finds included track rod ends, thermostats, head gaskets (Flying Ten) and even a brand new thermostat housing, all at knock down prices!

Our stand this year consisted of two Mayflowers and a Roadster, together with all our Triumph regalia.

Thanks to Jim Poole and Eddie Copson for providing their

Mayflowers and a big thank you to Howard Pryor and his team of helpers for setting up such a superb display.

I was delighted to learn that our stand had won second prize — no mean feat with stiff competition from other Standard/Triumph marques.

We all appreciated also the hospitality provided by Doug Sewell's wife, Joan, who provided a variety of food and drink to sustain visitors during the day.

Mayflower members turned up in force, even from afar as Darlington and Beverley, together with Pat van Houtven from Belgium and several other members who I had only spoken to by telephone.

We also enlisted a new member, Eric Partridge, who is about to start an extensive renovation on a car unknown to the club, which will mean yet one more Mayflower on the road in the not too distant future.

All present benefitted from each others experience and knowledge

NORTHERN RALLY

SUNDAY 11th JULY 2004

at the Ripon 10th Anniversary
Classic Car and Family Fun Day Show

Clother Holme Farm, Clother Holme Road, Ripon

*Proceeds to the Yorkshire Cancer Research
Last year a grand total of £10,015 was raised*

and everyone agreed at the end of the day that their journey to the NEC had been well worthwhile.

Publicity

We have had some excellent publicity recently in *Triumph World*, particularly in the February/March edition. Tony Beadle, the editor, together with his photographer Mike Key, deserve to be congratulated on producing a fine, interesting article on Malcolm Barnsley's Mayflower.

The colour photographs are superb, coupled with the story of this well-loved vehicle, makes very interesting reading.

Malcolm has really made a wonderful job of his restoration giving all of us in the process a

WANTED Contributions for *Flower Power* No. 112

PLEASE KEEP THE LETTERS AND E-MAILS COMING IN

Anything about Mayflowers,
Rallies, Autojumbles, etc

Send to:
Acting Editor
John Gogay
by post or E-mail

Reconditioned Water Pumps

Seven pumps are now ready for sale on an exchange basis. Price on application to Jim Poole but is likely to be in the £35-£40 range. Many thanks to Jim for his efforts on this project. Apply:

3 Railway Cottages
Long Buckby Wharf
Northants NN6 7PP

remarkable standard for which to aim.

In addition to the above, *Triumph World* also had an article from the archives of NLG 426 belonging to A. H. Forest.

Written by his daughter, Eileen Wood, it contained a most interesting story of yet another well-loved Mayflower.

I continue to be amazed to hear how much pleasure the Mayflower gave to so many people in those now so distant years.

Our Annual General Meeting takes place as usual in Walsall on Sunday, 28th March and once again a cordial invitation is extended to all members.

Come and make your views known and have a say in how your club is managed and run. Your club needs your views if not your presence to prosper in the future.

Triumph Mayflower in India

*an interesting letter from
“The Standard Car Review” of
June 1952*

Dear Sir,

I have just returned from a 2,350 miles tour from Calcutta to Delhi and back, which I did with two friends of mine in my Triumph Mayflower (purchased in March 1951), and I am writing to you because I feel that you might be interested to hear how the car behaved in the heat and dust of the tropics and on occasionally extremely poor roads.

As I was pressed for time on the up-journey, we covered the first 830 miles in two days. The average speed, including stops, rests, river crossings (which sometimes take many hours, as the car is loaded on a train — see photograph), was 30 to 33.5 mph. The overall petrol consumption on this trip was 28 mpg.

Bullock carts

On long stretches of good road we usually kept a speed of 50-55 mph; but as the roads are often narrow and frequented by bullock carts, with their in-charge asleep on

NOW AVAILABLE

FRONT SUSPENSION REBUILD KIT

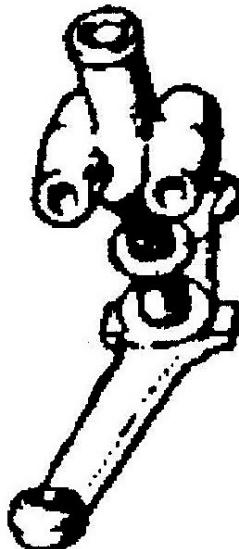
*Everything you need to
rebuild your front
suspension*

trunnion/wishbone

£45.00 per side

*Available from the
Spares Secretary*

STEERING IDLER ASSEMBLY



*Reconditioned
assemblies now
available*

*Details from the
Spares Secretary*

top, we had to slacken down frequently, because one has to leave the hard road and drive over the sandy kud. Altogether there were some 130 miles of road unmetalled, full of pot-holes, where we often could not exceed a speed of 20 mph.

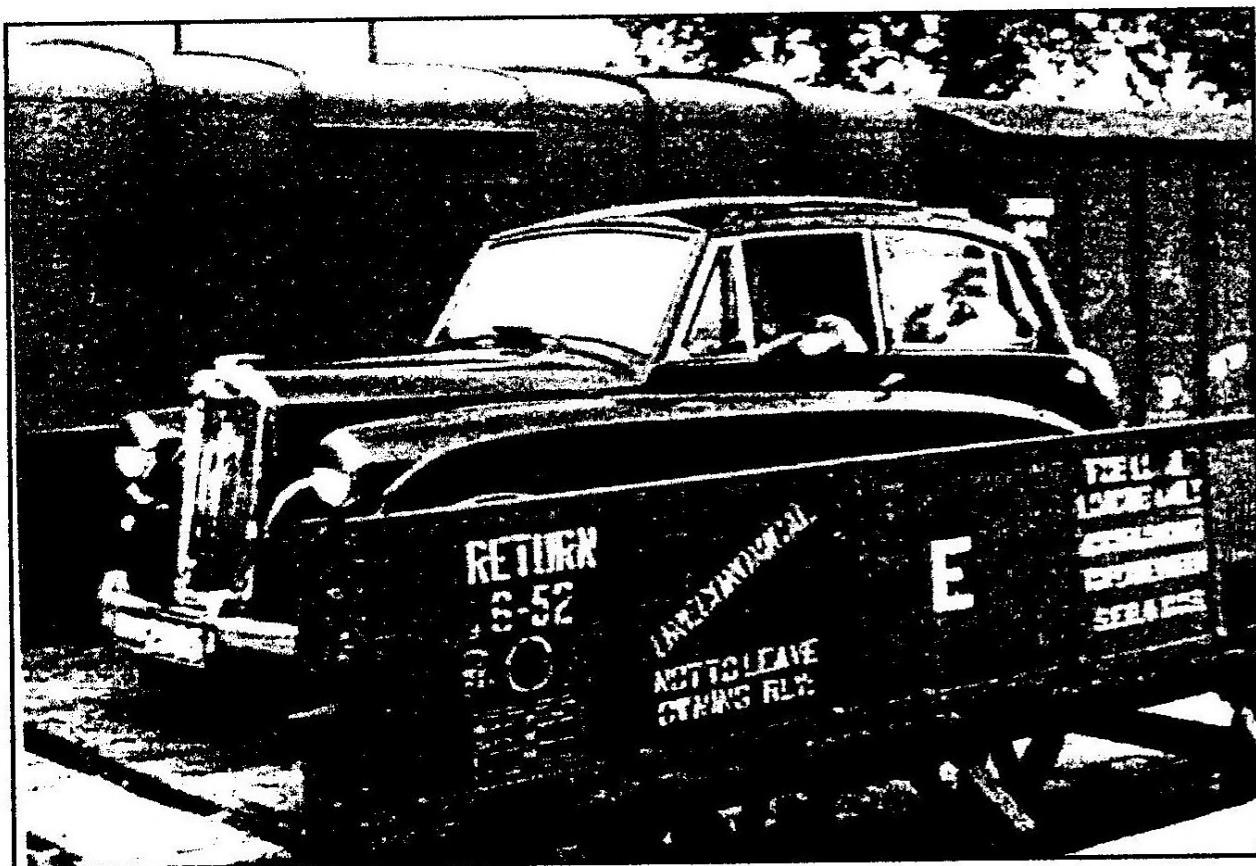
High temperatures

On the second day we found that round about noon the cooling water temperature was running rather high. The shade temperature at that time was 100°F. We had to stop and fill up with water several times and the maximum speed had to be reduced to 45 mph.

The engine (or the plugs) were hotter than normal, so much so

that self-ignition occurred when the switch was turned off. I felt that the new spark plugs which I had fitted before departure (type KLG.FE70) were perhaps to blame and replaced them by the original ones. This seemed to give an improvement and further improvement was obtained when I removed the scale in the cooling water system during our stop at Shikohabad.

For the next 1,500 miles the car gave no trouble, although during the hottest part of the day (temperature in the car 111°F, outside air temperature 107°F) the evaporation was fairly high (about $\frac{1}{2}$ " loss of water in the radiator every $1\frac{1}{2}$ hours).



An undignified (but necessary) method of travel for a Triumph Mayflower to enable it and its occupants to cross the river

Unfortunately the thermometer broke down, so that no actual temperature check was possible. I have been wondering whether the thermostatic control valve was to blame and whether it would not be better to remove it on my next trip. Perhaps you can advise.

*Yours faithfully
H. W. Morsman
Calcutta 24*

The editor's reply was: The loss of radiator water to which you refer may not have been entirely due to excessive heat. The loss from this cause would be negligible, provided the water in the system did not actually boil, a fact which can usually be checked even without the temperature gauge.

If actual boiling did not take place the loss was probably due to you expecting too high a water level to be maintained. When driving hard and with the air temperature at maximum there is a considerable initial loss of water through the radiator overflow pipe, but after reaching a point, perhaps three inches below the filter orifice, the loss will cease. This loss is

**AGM
Sunday 28th March**

often increased by excessively hard braking, which tends to cause the radiator water to surge up and overflow through the escape pipe.

The "running on" of the engine after switching off is no doubt, as you say, largely due to using the wrong type plug. The correct and most satisfactory plug for this engine is the Champion NA8 with $\frac{3}{4}$ " reach.

Do not have the slow-running adjustment of your carburettor set too fast; arrange for this to allow the engine to run as slowly as possible without stalling.

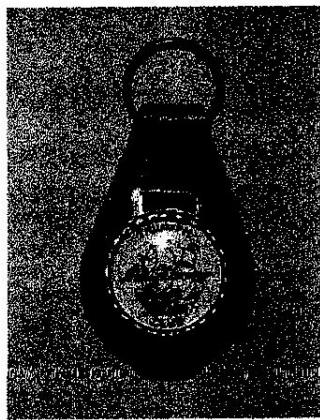
You will also find the tendency to "run on" less noticeable if the engine is allowed to tick over for a few seconds before switching off. We do not know what the petrol is like in your country, but some of the low octane fuels obtainable these days cause pinking and running on to be very pronounced.

One more point — make sure your fan belt is not slipping.

**TRIUMPH
MAYFLOWER CLUB
KEY FOB**

Available from the Spares Secretary

Price £3.50 + post/packing





Don pictured in the junk yard with a very sorry looking Mayflower

Letters
... and E-mails

South Carolina Junkyard vacation

Dear John,

Enclosed is a copy of the Canadian brochure I picked up at a British Car Show, hope you can use it.

Last spring I came across a web site, www.classicandsportscarparts.com, in South Carolina. He advertised thousands of British cars on the premises. It was a junk yard but he had two Mayflowers.

I suggested to wife that we take a trip there for our vacation. She

wasn't too happy about going to a junk yard for her vacation. I convinced her that for a couple of hours it would be okay.

So we went to South Carolina and found the place. He had a few hundred cars from Morris Minors, Jaguars, MGs and yes, a righthand a lefthand drive Mayflowers.

He wanted way too much money for them and they were too far gone for help and he didn't want to break them for parts.

Evidently the owner started out by owning a MG and needed to have it fixed. He couldn't find anyone in the area to do the work so decided to do it himself.

It snowballed to working on other people's cars. Then a junk yard.

We did have a fun vacation going through the mountains of North Carolina into Tennessee. My wife says "no more junk yards for our next vacation"!

I agree, so we hope to go to England in March to see English cars not in junk yards!

I thought you might like the pictures of the Mayflowers in the junk yard. Also my 1952 Mayflower in front of our house.

We live out in the country on 12 acres with one Morris Traveller; 37 goats; three lamas; one miniature sheep; two mini donkeys; one quarter horse; chickens; and guinea hens. I've just had a garage built,

24 feet by 40 by 12 with heating and air conditioning.

*Enjoy the new year
Don Henderson (958)
Harrington, DE, USA*

The brochures indicate some quite interesting differences, if I can't fit them in this issue hopefully they will appear in the future — Ed.

Car for a bottle — final story

Dear John,

Here is the final story about "Car for a bottle" from the Summer issue and the "Car for 2 bottles" Autumn issue of *Flower Power*.

All arranged — trailer hire, meet Ron from Forfar (has a black



Don's 1952 Mayflower

TRIUMPH MAYFLOWER **SERVICE INSTRUCTION MANUAL**

£15 + post and packing

Fred Newman (886) — 01580 765951

NOT FOR VALUE CAR CARPETS NOT FOR DURABILITY

100's OF CLASSIC CAR PATTERNS

FREE SAMPLES PHONE OR SEND A SAE
WITH YOUR REQUIREMENTS

A RANGE OF OVER 20 COLOURS
ALSO AVAILABLE

• Carpet by the roll • Off the roll •
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"WE MANUFACTURE THE ROLLS THAT PRODUCE THE SETS YOU CANNOT BUY MORE DIRECT! CALL US NOW!"

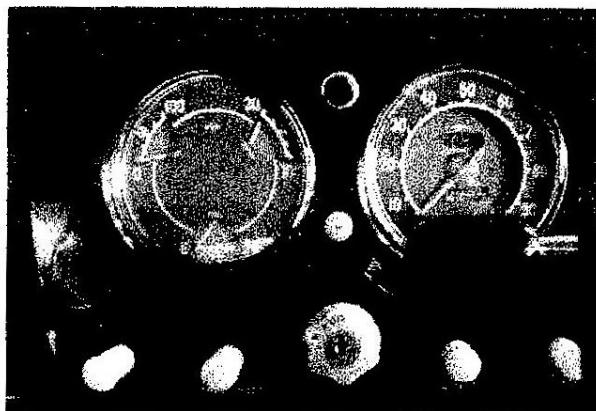
COVERDALE CARPETS, Samples Dept.
Saw Mills, Frith St, Wigan WN6 0XQ
Tel: 01942 255535

This company now has a pattern for Mayflower carpets. There is a choice of two reds. Samples can be sent on request.

Rubber backed £127
Hessian backed £145

Apologies for incorrect Phone number in some issues

REPLACEMENT FACIA KNOBS



Knobs for the Wiper Switch and the Panel Light Switch, £10 each
Manufactured knobs (need slight amount of finishing to fit) for Starter, Choke
and now available the Heater, £10 each
Ignition Switch Knob, black, £8

Available from the Spares Secretary (unless otherwise stated, all plus postage)

FLOWER POWER

Flower), son David's 2.5 PI to tow with, farmer and loader, yes all arranged!

So two days before and I go and take sons modern car, overdrive 2.5 PI, home for check over, i.e. kick tyres etc.

Cannot believe it, the diff is growling and I mean growling! No way would I tow a car and trailer with that. "Been like that for a while" says son, "It'll last."

Maybe, but my nerves wouldn't. So a few phone calls and I have a

towbar fitted to my modern Rover 620.

Next day I'm off, collect trailer, meet Ron who leads directly to the farm and there is a very sad looking Mayflower.

Front stove in, inside rotted away, the only glass on it was one front side light. Amazingly the engine turned using the fan!

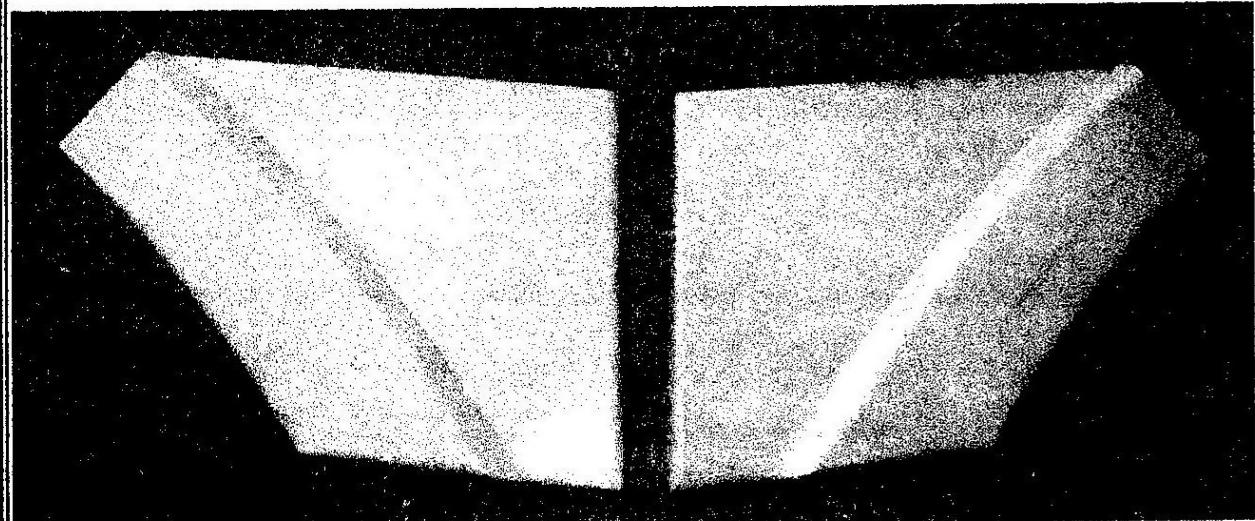
A forklift loaded it on the trailer with Ron directing (see photograph on page 13). The car commission number is TT30900 DL, the registration, LSP 32, is now on

ANNUAL RALLY

Sunday June 20 2004

COTSWOLD WILD LIFE PARK

Bottom Front Wing Patches



Now available directly from J. Collier (see back cover)

FLOWER POWER

Triumph World

Sunday 25th
July 2004

Triumph World
'Picnic Plus'

*(held in conjunction with TR Register
International Weekend)*



**Three Counties Showground,
Malvern, Worcestershire**

Join fellow enthusiasts for a great day out at *Triumph World's* brand new 'Picnic Plus' event! The first ever *Triumph World* 'Picnic Plus' is open to all Triumph and Standard vehicles (plus Bond Equipes and any other Triumph-based specials or associated derivatives). The 'Plus' is, of course, that the TR Register International Weekend is taking place at the same time. This guarantees that there will be hundreds of TRs on display, a huge indoor selection of trade stands, autojumble, arena displays, a wide variety of catering on offer and much more besides at this excellent venue.

In keeping with the *Triumph World* Picnic tradition of being a relaxed day out, there will be no formal concours judging at 'Picnic Plus' but there will be prizes given for the Top Ten cars.

Pre-entry is not required you just turn up on the day. Special 'Picnic Plus' tokens printed in the April/May and June/July issues of *Triumph World* will give participants a

discount on the normal entry fee when presented at the gate.

For enquiries about trade stand or autojumble space, a club display area, or for any further information about the *Triumph World* 'Picnic Plus', please telephone the TR Register on 01235 818866 or the magazine on 01895 623612.



TRIUMPH
WORLD Magazine



Mayflower being loaded onto the trailer

someone's Mercedes.

It had a chrome strip down the middle of the bonnet, don't know if that was original. Someone had at some time really looked after that wee car, it had flashers, spotlights, reversing light and ammeter fitted.

Back it went to farmer workyard. Points cleaned and set, petrol direct into the carb, jump leads direct to starter, oil and petrol mix into plug holes and wow! It started, lots of noise and flames (no exhaust).

All broken

There you are then, that's the story, the car is now broken. All good things kept, only sad bit is the engine had been sleeved but hardly any wear in bores, so I'm using that block for my own car

(HYO) making one good (I hope) engine out of the two.

Two bottles of Grouse whisky was handed to the forklift driver but I never met the farmer nor the owner. One positive earth radio to Ron with my sincere thanks. So that was the cost of a lot of spares.

But! Where do you put them? "You are not bringing that into the house" says wife.

"No one will notice a boot lid behind the wardrobe," I said.

Just to keep me busy my son and daughter's Christmas present was a 1976 Triumph 2000. Its going to be a busy 2004!

*Kindest regards
Ian Watt (792)
Fife, Scotland*

Impassioned cri de coeur

Dear John,

I have noted the disappointment you expressed in your editorial in the winter issue of *Flower Power* at the dearth of letters and articles you have received for publication.

I do feel for you and I would have heeded your impassioned cri de coeur long ago, honest, if only I had had something remotely interesting to write about!

I am afraid my Mayflower and I lead a very humdrum life; perhaps many of the other members do so, too.

The most exciting thing we have done together during the last 12 months is to put in an appearance at a local show along with a number of other classic cars, some elderly tractors, several stationery engines and a traction engine. Oh, and a beer tent! I lost count of the number of times I was told that "my dad/granddad used to have one of them".

I have owned my Mayflower for almost 14 years now and although it is not exactly in pristine showroom condition, mainly because I am a technological ignoramus, an utter plonker when it comes to anything more complicated than changing plugs and adjusting carburettors, I cosset it as much as I am able within my present pecuniary restraints.

I try to give it the tender, loving care it so richly deserves but it doesn't help that its home is a cold, cramped garage devoid of both heating and lighting, which does nothing whatsoever to encourage me to start delving into its innards on a cold, dark winter's night.

Instead, I arrange for a professional to work upon it who possesses the necessary expertise and a nice, warm, spacious workshop to do it in. Nonetheless, as you may observe from a recent photograph, it doesn't look too bad, does it?

More bottles!

Luckily, I work at an Army barracks and when our vehicle fitters get fed up with servicing military Land Rovers and Bedford trucks day in, day out, and I have some niggling little problem which defeats me (which isn't too hard, I can tell you!), I trundle along to work in my Mayflower, clutching a few bottles of the finest ale from the local brewery, and give them the challenge of working on a proper car for once during their lunch hours. They are very obliging chaps and genuinely seem to enjoy fiddling about with it.

For some time, my car had been running erratically and, naturally, I was unable to trace the source of the problem but it took these mechanics no time at all to diagnose a sticking choke cable which they corrected by the simple expedient of stretching a small



spring between the end of the choke cable and the support for the air cleaner.

Now, my Mayflower quite happily thunders along the highways and byways of southwest Oxfordshire and West Berkshire at a very satisfactory speed, given the bricklike qualities of its aerodynamics, although it does tend, like other similar cars of its era, to run out of puff on the steeper hills. On the other hand, I have now and again overtaken the odd unwary and very surprised Vauxhall Vectra or Ford Focus.

For more serious repairs, I either patronise my main Triumph dealer who originally transformed my car from a half-dismantled chicken coop found sitting disconsolately in

an Exmoor barn into the gleaming black zoomster it is today.

His main business, however, is restoration rather than servicing and if he's up to his eyeballs in a particularly challenging project, I take my Mayflower instead to the longsuffering garage which services my normal day-t-day mode of transport.

Since, over the last 30-odd years these have included a 1959 Morris Oxford — the one which resembled an inflated Morris Minor — and a string of Citroen 2CV6s, a Triumph Mayflower must be a doddle for him.

Because I am never in desperate need of it, my Mayflower quite often sits outside in his yard for several days and has attracted

other classic car owners to patronise him.

When I last collected my car, I found a Citroen Light 15 up on the ramps. It was just the same with my main Triumph dealer who originally specialised in restoring MGs, Spitfires and Stags before I took my Mayflower to him.

He is now willing to tackle anything from an Austin Seven to a Rolls-Royce Silver Ghost. It's nice to know that my Mayflower has done its bit towards helping Wantage's economy to flourish!

Perhaps, this year, I shall have something a bit more riveting to report but don't hold your breath! I won't even be able to thrill my fellow-members with hair-raising details of my perilous, long-distance journey to the annual rally since I shall probably have to travel all of 20 miles to get there!

*Yours sincerely
Chris Naish (647)
Wantage, Oxfordshire*

Devon classic car rally

Dear John,

On the weekend of July 10/11 there is a huge classic car rally at Powderham Castle, near Exeter.

I have my own stand with my wedding cars including my Triumph Renown and my Triumph Mayflower restoration project.

Now I know I can't be the only person in the area with a Mayflower, so let's see how many we can drag out of the woodwork.

Camping is available from Friday night at £5 for the three nights; entry fee for your classic is £3 per car. You also get a brass plaque.

There is also entertainment in the beer tent on Friday and Saturday night; a large autojumble etc. This is the biggest rally in Devon.

I will have my caravan on the stand so there will be no shortage of tea and coffee. I will need confirmation of entry by April 30. I can be contacted by e-mail: evans @ premierwedding . freeserve . co . uk or phone 01392 204278.

*See you there
Mike Evans, 942
St Tomas, Exeter, Devon*

FOR SALE
1952
TRIUMPH
MAYFLOWER

Black, complete car
Original recon engine and gearbox, stainless exhaust, lots of spares, original log book and V5
Needs some bodywork

01892 524140
Mobile: 07979 448055

Northampton Mayflower wanted

Dear John,

The TR Drivers Club are holding their 2004 National Weekend at Billing Aquadrome, near Northampton, on 10/11 July 2004. Two members of their organising committee approached us on the ETC stand at Stoneleigh on 8th February, saying that the theme of their central display would be traditional TRs, and that they would like to display a Triumph Roadster.

During subsequent conversation, they said that more than one Roadster would be welcome, as

would examples of the cars of the other Early Triumph Clubs (Mayflowers, Pre-1940 cars and Razor Edge Saloons).

There will be an entry fee to the Aquadrome, and a small entry fee to the rally field.

Early Triumph Club Members living conveniently close to Northampton may wish to put their cars into this display, and would be most welcome, providing they make contact with the organisers in advance, to ensure adequate space can be provided.

Members interested should contact Roel van Es on 01487 834468 or Rex Holford on 01489 576012.

*Regards Bob Fitsall
Triumph Roadster Club*

1953 MAYFLOWER in Black with red interior and heater

Car rebuilt over a 6-year period by ex Club member
(with photo record), completed in 1996

New tyres, new carpet and roof lining

Engine rebuilt - New clutch

Stainless steel exhaust system

Body stripped, welded and resprayed

Flashing indicators fitted (semaphores still operational)

Some spares, MoT and taxed

£1250 ono

Telephone: 01234 356040 (evenings) or
Mobile: 07976 353953 (Bedford)

Technical Tips . . .

Repairs to Quarterlight Rubbers

Article first published in 1992

MAYFLOWERS, especially from hot climates, often suffer from cracked, broken or just hard vent rubbers. The following is suggested as a means for repair which, if not to concours standard, is perfectly satisfactory in performance and appearance

I have only had to repair the front vents but there is no reason why the rear ones should not be similar.

There are two different rubber sections required, one for the front and bottom of the vent and the other for the rear next to the main window (you need a sharp Stanley knife):

The "B" section is simple. East Kent Trim Supplies can provide a rubber seal 1455J (Catalogue p.13)

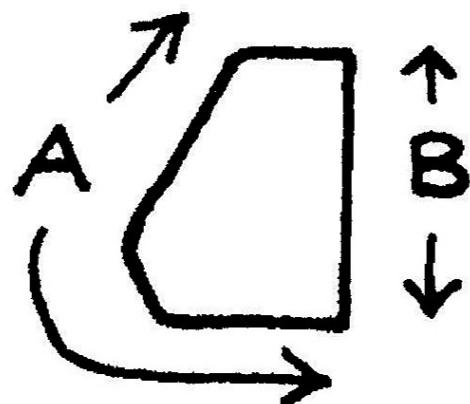


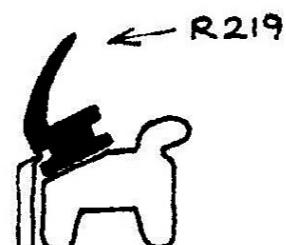
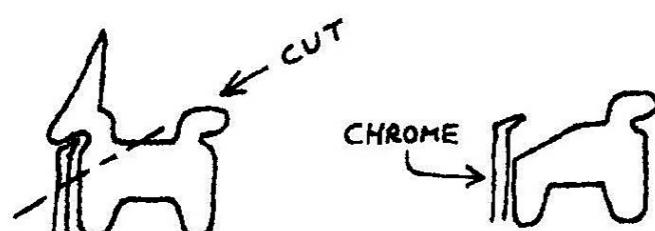
Diagram of the original Quarterlight Rubber

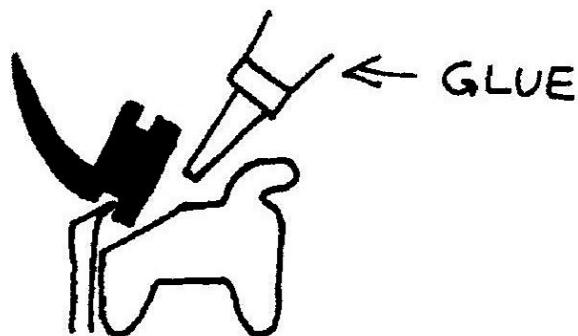
which is not an exact replacement but which will fit perfectly.

You need three feet to do two front vents and if the old rubber is carefully removed (one of mine just fell out!) and the slot carefully cleaned with a screwdriver, the new rubber is an easy fit. No glue is necessary.

The "A" sections are more complicated but are not too difficult if you can manage a steady hand and a steady eye.

As far as I know the correct rubber section is not available but the trick is to buy from Woolies (a) three feet of their rubber seal R219 (Catalogue p.16) and (b) a 3g tube of Locktite Super Glue. The first





step is to cut away the old exposed "flap" from inside the chromium slot, leaving the rest of the existing rubber as a base onto which you can glue the new rubber, thus:

The next step is to cut the length of new rubber required for each part, making sure it fits. The final step is to smear a little Super Glue (with extreme care!) on the cut,

exposed, face of the old rubber still in the slot and then carefully and firmly press the new rubber down onto it.

To help you do this you will find that the new rubber can be eased up first and will hold by friction long enough for you to squeeze the glue between it and the old rubber.

There is enough clearance between the moveable vent glass and the fixed surround to allow the glass to close over the new rubber. If tight, just trim with the knife.

Although published some 16 years ago the two companies quoted still exist so there is a good chance that the rubbers are still available — Ed

FOR SALE

TRIUMPH MAYFLOWER PARTS

A cache of good quality secondhand spares, acquired as part of a car purchase, is for sale. Although not renovated and cannot be warranted, they appear to be in good or sound condition.

Gearbox	£25
Back Axle with Hubs	£25
Petrol Tank	£15
Boot Lid	£15
Brake Drums, each	£5
Radiator	£15
Heater Motor	£5
Front Bumper Blade	£5
Steering Column	£10
Suspension Arms and many smaller items	POA

For details:

Tel: 01454 632101 (North Bristol) pref eves

Rally news and report

Stoneleigh — Triumph Show

Eddy Copson (1953 Mayflower) and Jim Poole (1951 Mayflower) lined up on our ETC stand with a Triumph Roadster and a pre-1940 Triumph Dolomite to make an extremely impressive display.

Together with our usual display boards and big illuminated rotating globe we managed to impress the show judges who awarded us second prize in the club display category.

Joan's Café (Joan Sewell, Roadsters) did a roaring trade all day handing out tea and coffee with sandwiches and nibbles free of charge to all our stand visitors throughout the show.

Our Chairman, Peter Benfield, myself, Eddy and Jim were all talking Mayflowers most of the day and at one point I looked round to see our stand (30m by 20m) absolutely jammed packed with people and cars with a queue almost to get in, fantastic!

This year's show had a record attendance of over 5,000 people, it really is a good show with club displays and parts for every Triumph, in a quieter moment I went into the auto jumble seeking those elusive parts with Eddy.

We found a nearside door handle and two boot handles for him, a pair of track rod arms for me at a bargain price of £20 that will fit nicely onto my Spitflower.

A really good day, great to see everyone again — we even signed up a new member in.

So book it now in your diaries for next year we will be there again with the Roadsters and hopefully the Renowns.

Jim Poole who has attended the last four Stoneleigh shows with his cars is now the custodian of the award.

East of England Country Show

Peterborough, Friday 18th, Saturday 19th and Sunday 20th June hosted by the 20/49 Motor Club, Jim Poole has asked me to

WANTED

Triumph Mayflower

in good order

On the road condition
I have no time for
restoration work

Good price paid for the
right car

**PHONE 01332 880927
or 07980 105313
with details**

write a note asking for members to attend this show with him please contact Jim direct at 3 Railway Cottages, Long Buckby Wharf, Northants NN6 7PP but please remember it is our Annual Rally on 20th June at Burford.

Annual Rally — Sunday 20th June Burford Wild Life Country Park

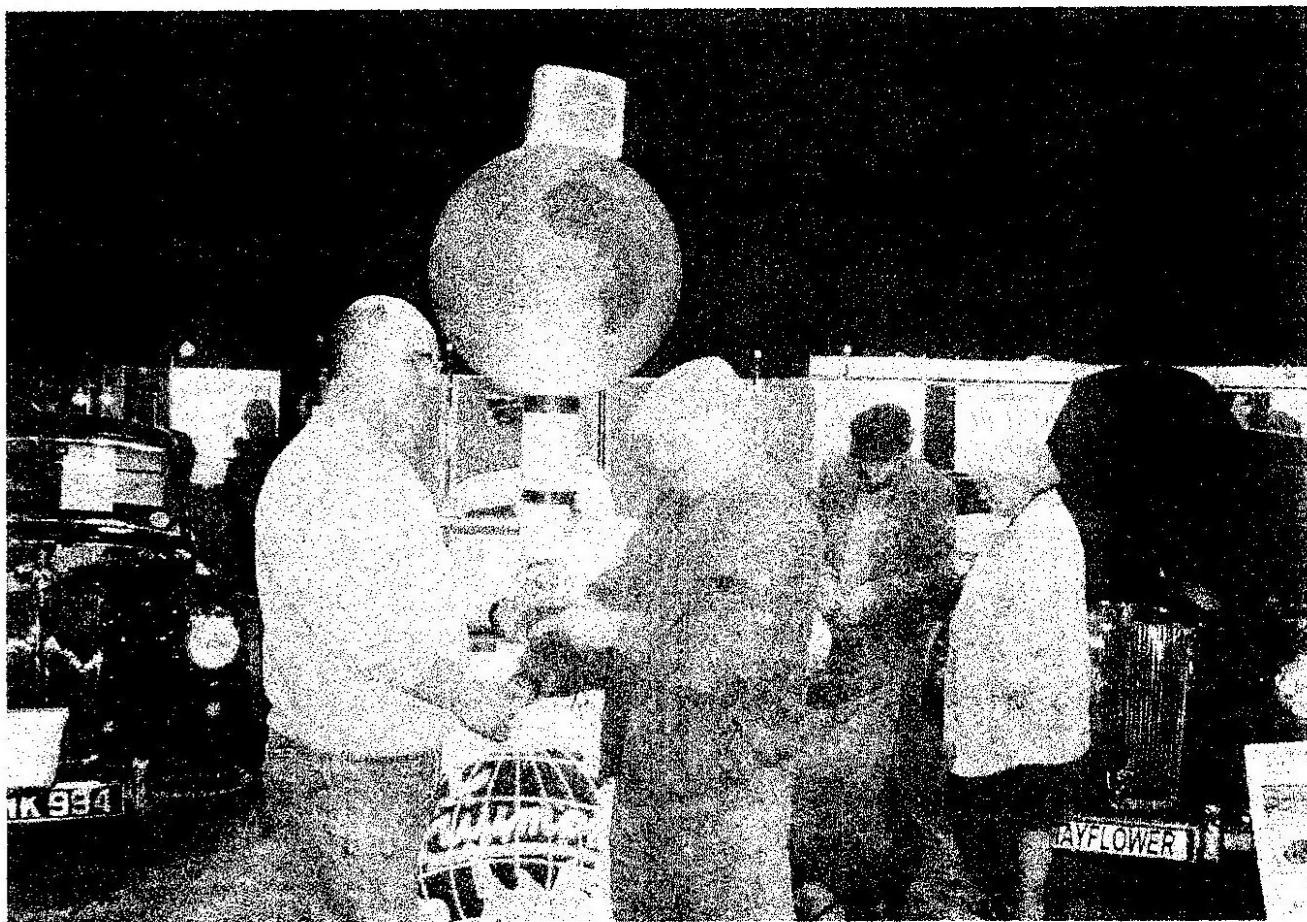
The wheels are firmly in motion for our annual rally at Burford.

We now have a deal for overnight accommodation at the Marlborough Hotel, please ring direct at the hotel for

accommodation and evening meal etc and mention the Triumph Clubs.

Accommodation in the popular tourist area of the Cotswold can be quite expensive but there are a number of bed and breakfast facilities close to the hotel if you prefer, and you can still attend the evening dinner at the hotel if you wish.

Everything as usual for the rally, trophies, good company, etc. Don't forget donations for the raffle and tombola, the backseat memorabilia competition or even the bring and buy — it is rumoured Fred Newman had to hire Securicour last year to escort him home he did so well selling spares!



Howard Pryor and Jim Poole at Stoneleigh

Victoria Barracks Windsor , 11th July

A special one off never to be repeated, invitation from the Grenadier Guards Association via Alan Holford, a Mayflower club member, has been received to display some of our cars at their Reunion Day at Victoria Barracks in the centre of Windsor.

Tea and nibbles on arrival, the Guards Band, lots of memorabilia, side shows, Certificate of Participation. The centre of Windsor (shopping) is a walk away and the Sergeants Mess is open to us.

This is an invitation only event, members wishing to attend must contact me for information and the cars must be booked in as this event is on military property — please phone now as I only have room for 12 to 15 cars.

Gaydon, Warwick Standard-Triumph Marque Day 30th May

Together with the ETC's (Early Triumph Clubs) we are considering a club stand at this event, to gauge the interest and to determine the size of stand we require would all parties interested please contact me as soon as possible.

I believe entry to Gaydon on this day is free before 9.30 am.

Most, if not all, the other Triumph clubs will be there, it

WANTED
MAYFLOWER
for Restoration
or Spares
Could collect
01773 719231

would be good to pull out the stops and make an effort on this one

It is always difficult to be accurate with information about our rallies when it is some time away as we only produce four magazines a year. Further information can always be sourced from our website or by telephoning me

Oops, nearly forgot you northern boys north of Watford. We now have a Northern Rally organised for you on 11th July at Ripon, details elsewhere in this magazine.

Well it seems that Mayflowers are getting everywhere, keep it up people. Our club that's yours and mine is still going from strength to strength.

We hope to recruit new members on to the committee at our AGM. If you would like to get involved please turn up and be counted.

Happy Mayflowering, see you there — Howard.

Letters continued

Vintage and Classic Car Rally

Dear Sir,

I am currently organising the events for Dudmaston Hall and would like to invite you to a new event here on 15th August.

Dudmaston is holding the first Vintage and Classic Car Rally and Autojumble so I would be grateful if you could contact me to indicate whether you would like to take part.

I am hoping that a number of car clubs will be available to take part in this wonderful part of the Shropshire countryside.

The event will be advertised throughout the region by the National Trust and discounted admission to the Hall and Gardens will apply to participants and their guests.

*Yours sincerely, Sue Pope
House & Visitor Services Manager
Dudmaston Hall, Quatt
Near Bridgnorth, Shropshire
Tel: 01746 780866*

Woodvale Rally

Dear Sir,

We invite you and your members to take part in one of the finest classic car events to take place in the country. This year we expect to be hosts to over 80 car

Don't forget the AGM

and motorcycle clubs and over 600 individual entrants competing in 32 classes.

Last year we saw over 1,900 classic, vintage and veteran vehicles on display over the weekend.

The rally offers all round family entertainment, so those members who may not be quite so keen on yesterdays modes of transport will be entertained by model aircraft displays, the superb motorcycle stunts and meeting of Superbike track stars, model railway and model boat displays, stationary engines, a large variety of goods are sold in our large craft tents and range of trade stands.

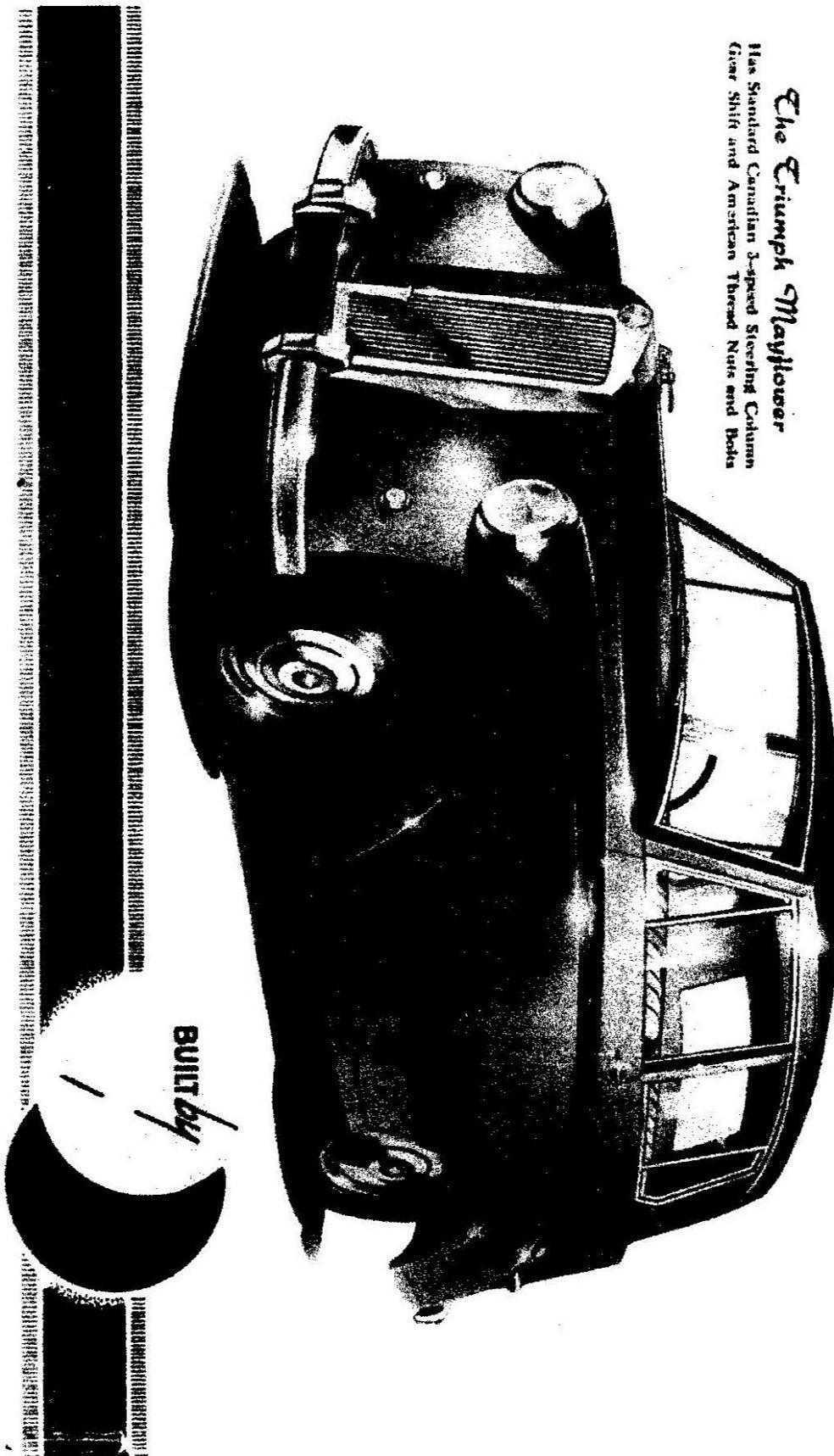
This year's event will take place on 7th and 8th August at RAF Woodvale, near Southport, on the A565 (Formby).

For club and individual entry forms or further information visit our website at www.woodvale-rally.org.uk or telephone 01706 852286.

*M. Arrowsmith & M. Cockayne
Vehicle Competition Organisers
94 Cowm Park Way North
Whitworth, Rochdale OL12 8LW*

Would members interested in these events please contact the organisers direct

FLOWER POWER



The Triumph Mayflower
Has Standard Canadian 3-speed Steering Column
Gear Shift and American Thread Nuts and Bolts

1951 DeLuxe TRIUMPH MAYFLOWER

Two Door Sedan

STANDARD EQUIPMENT Includes:

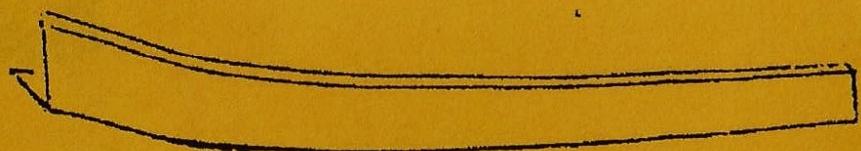
Air Conditioned Heater—Silent Tire and Wheel—Stainless Weather Frame—Twin Indicators
On Front Vans, Front and Rear—Genuine Leather Front Seats—Attractive Modern Exterior
Wardrobe Model, optional extra.

\$1595.00

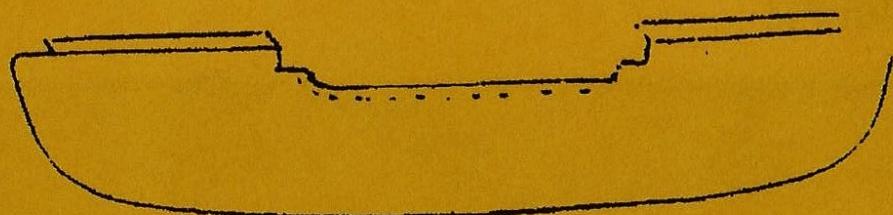
Another part of the Canadian Standard-Triumph brochures sent in by Don Henderson. I like the quote of "has Standard Canadian 3-speed Steering Column Gear Shift and American Thread Nuts and Bolts"! Not a bad price though with about \$4+ to the pound in those days.

Classic Car Sills

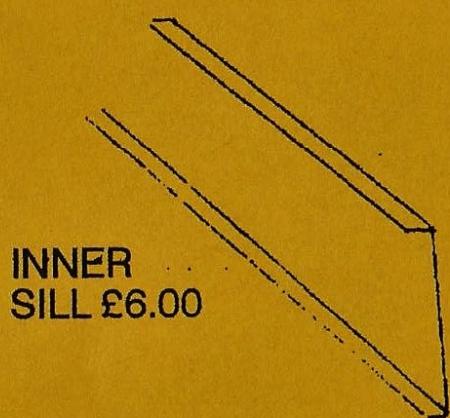
Parts for the Triumph Mayflower



SILL £20.00



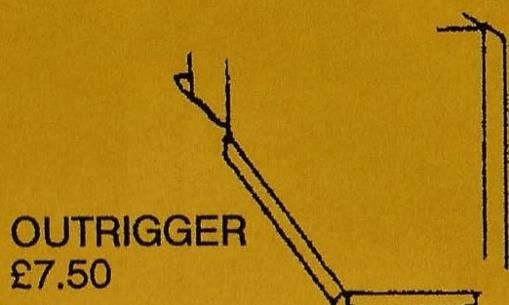
FRONT
APRON £45.00



INNER
SILL £6.00



OUTRIGGER
£7.50



OUTRIGGER
£7.50

REAR SPRING
CHASSIS
£7.50



BOTTOM FRONT WING
PATCHES
£15.00

J. COLLIER

4 Mortimer Road, Kempston, Bedford MK42 8RE
Tel: 01234 840958 (Evenings) or 01480 477530 (Works)

